

## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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SECURITY INFORMATION

COUNTRY East Germany

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25X1A

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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.  
THE APPRAISAL OF CONTENT IS TENTATIVE.  
(FOR KEY SEE REVERSE)

SOURCE: [REDACTED]

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1. On 28 January, 1953, [REDACTED] of the Directorate General, Railroads, Berlin, that the planned traffic conference of the German railroad administration would not take place before the new organizational set up of the German railroads had been approved. The Directorate General, Railroads, has submitted to the East German Council of Ministers two organizational plans:

a. The first plan presupposes the continuation of the present Ministry of Traffic. According to this plan, Ernst Wollweber will be Minister of Traffic, and Richard Staimer, State Secretary. The Directorate General, Railroads, and the Directorate General, Shipping and Motor Traffic, will be made into state secretariats.

- b. The second plan envisages that the Directorate General, Railroads, will be converted into a railroad ministry, with Wollweber functioning as minister and Staimer as deputy minister. It is suggested to attach special Generalbetriebsleitungen (Operations Headquarters) to the Railroad Ministry, which will be paralleled by a Ministry of Transportation, which will include the previous Directorate General, Shipping and Motor Traffic as State Secretariats.

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2. [REDACTED]

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3. On 26 January, [REDACTED] of the Directorate General, Railroads, Berlin, that the SGO had given orders for the construction of turning facilities at specific railroad stations on the zonal boundaries between East and West Berlin.

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- 25X1X
4. The Berlin regional railroad district issued an order that a sizeable number of freight cars with dismantled wheel sets, which could be used as cabooses, was to be made available within a short period.<sup>3</sup>
5. In January 1953, [REDACTED] reorganized and that this reorganization was to be approved by the Soviets. 25X1A
6. In late January, [REDACTED] the Freight Traffic Department of the Directorate General, Railroads, had been transferred as a railroad expert to the Ministry of the Interior at 2 Schneiderstrasse and was given the rank of captain.<sup>4</sup>
- 25X On 30 January, [REDACTED] was no change in the status of the locomotive columns at Ducherow and Ruednitz.<sup>5</sup>
8. In late January, [REDACTED] locomotives of the Cottbus railroad district which had been temporarily put into operation, were again parked at their previous locations.<sup>6</sup> 25X1A
9. On 10 February, [REDACTED] railroad headquarters had been ordered to make available offices for 10 officers functioning as VP railroad transportation officers.<sup>4</sup> 25X1A
10. On 10 February, [REDACTED] the Greifswald regional railroad headquarters to furnish as soon as possible, 120 loading bridges for tanks and various equipment needed for the conversion of boxcars for troop transports. The equipment requested was to be manufactured at Neubrandenburg.<sup>7</sup> 25X1A
11. On 3 February, [REDACTED] that railroad transportation offices were to be established at all railroad junctions and military posts of the Greifswald railroad district.<sup>8</sup> 25X1A

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Comments:

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1. The reorganization of the Ministry of Traffic into a Railroad Ministry and a Ministry of Transportation was reported previously. [REDACTED] The reorganization would follow the Soviet pattern.
  2. This information is received for the first time, but is believed to be credible. Lehmann is Deputy Director General for Transportation and Operations. He was probably made responsible for the present crisis in the East German railroad system.
  3. It is believed that these freight cars will be used at the intended railroad check points along the zonal boundary until permanent control buildings have been completed. 25X1A
  4. The Ministry of the Interior includes the Ministry for National Forces which was scheduled to comprise a railroad department. [REDACTED] The detachment of a railroad expert to this military transportation department is credible. It is believed that in connection with the remilitarization of East Germany, VP transportation control headquarters will be established at the individual regional railroad headquarters. Information on the establishment in other railroad districts of such VP transportation control headquarters has not been received. Since the organization of VP units has made the greatest progress in the Greifswald railroad district, which covers the northeastern section of Mecklenburg, it appears possible that the first VP transportation control headquarters was established in that railroad district.

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5. This information confirms the location of deactivated Locomotive Column No. 3 in Ruednitz and No. 13 in Ducherow. [REDACTED] 25X1A
6. This information refers to reserve locomotives of the Cottbus regional railroad headquarters which were temporarily used. 25X1A
7. This order is connected with intended troop movements. [REDACTED]
8. It is believed that these railroad transportation control headquarters are to be established by order of the SCC. They will probably function only during the spring when the troops will be moved from their military posts to troop training grounds.

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